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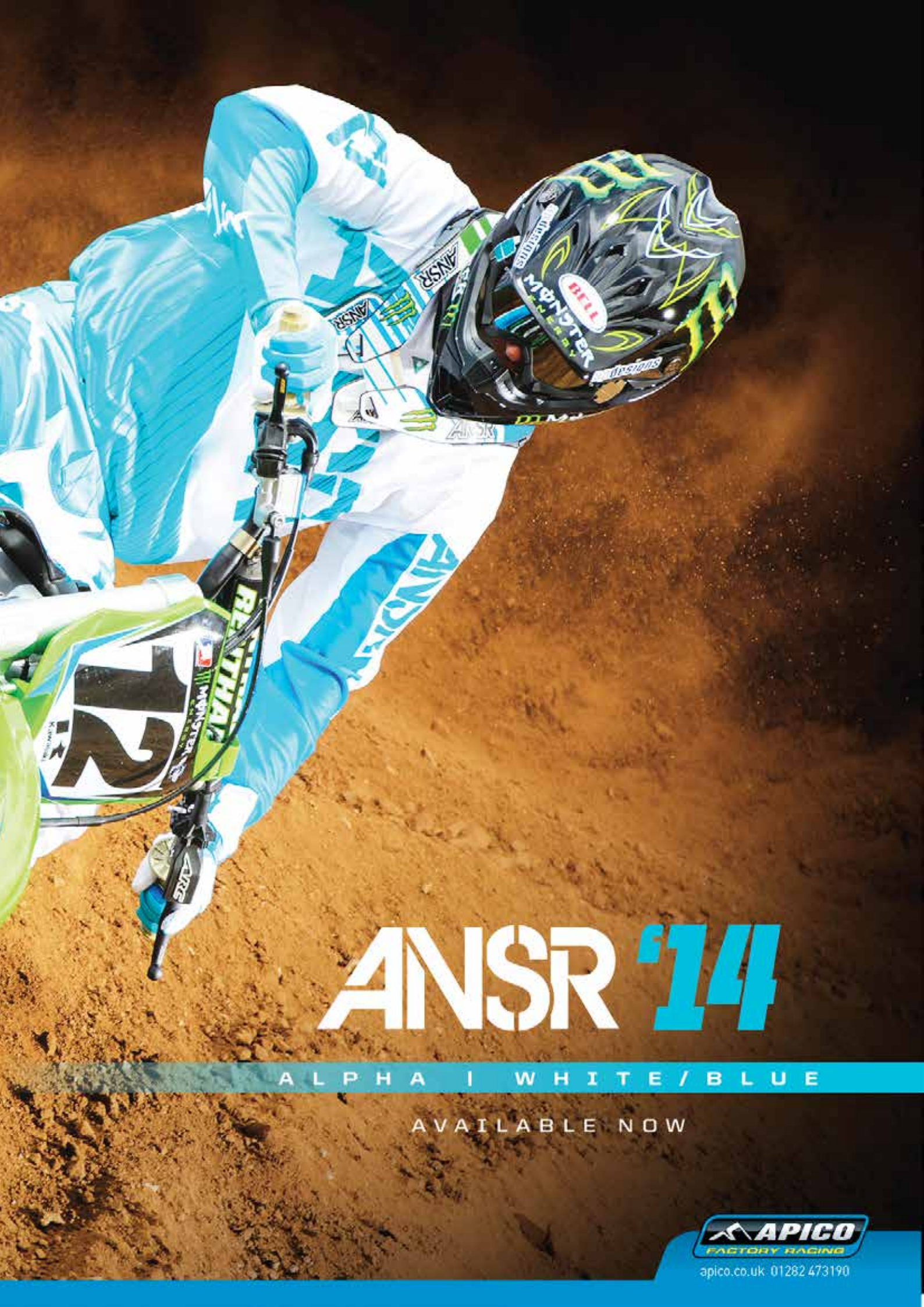
MOTO MAGIC

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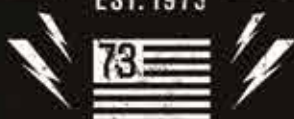
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ANTONIO CAIROLI

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STORY GEOFF MEYER IMAGES RAY ARCHER

Antonio Cairoli just continues to march through his competition, closing in on the all-time records of Stefan Everts. A little over a week ago the Italian won his seventh World Motocross Championship and in doing so became outright the second most successful rider in the sports history. What I always find amazing about Cairoli is his cool, calm attitude to his racing, and when he wins it always seems like he expects it and he is hardly surprised by his performances. After winning seven World titles in 10 years and continuing to improve it's hard to see him beaten in the next couple of years.







We caught up with the present day King of Grand Prix Motocross and asked him about his victory and the up-coming Monster Energy Motocross of Nations.

Motocross Illustrated: Antonio, congratulations on your win. I have to say though, it seems like you are not that excited by your win. Is that so?

Cairoli: No, no, I am really happy and I was at the party afterwards, but its more about Grand Prix after Grand Prix and that I didn't win a Grand Prix in England, that was a bad thing for me, because I really wanted to win the British Grand Prix. Inside I wanted to take the GP and for sure the World Championship comes on the same day, and between the first and second moto a lot of people were calling me from everywhere and also from Italy of course. Doing interviews and stuff. For the second race I wanted to do really well, but after winning the first moto I went a little too hard with my bike (Cairoli throttled his bike wide open for some time, eventually damaging something). I was later sorry and I hoped I didn't do anything bad to the motor, but then I felt something was wrong during the second moto and I lost the Grand Prix. Of course the bigger result was the title.

Motocross Illustrated: Do you plan to spoil yourself with a present for your seventh World Championship?

Cairoli: I bought a big house in Italy and I am working there to make my dream come true, so this is my present for this year, and cars are always welcome, but the main thing is the house and make this dream come true.

Motocross Illustrated: I always have to go back to Maggiora when thinking about the difference you have made to Motocross in Italy. It was really a massive race, the feeling there was similar to a Motocross of Nations and a huge crowd. How important is that for you to make the sport of Motocross bigger in Italy, is that your passion at the moment?

Cairoli: Yes, that is why I am also riding the World Championship, because i think it deserves more attention and I see in

Italy that the sport is becoming much more popular with the public and that is my goal, to show what a great this is, because this is the most spectacular sport in the World and we can't forget that. Also with the social media crew and you see in Maggiora what a big crowd we had and I am always getting invited to do television interviews and other things,so this is great and its not easy, everyone thinks it is easy and sometimes I can't focus on my training good, but at the moment it is working and I hope it continued like this, because I really want to sport to be much bigger in Italy.

Motocross Illustrated: The Monster Energy Motocross of Nations is around the corner and of course you won't come up against Jeffrey (Herlings) or Ryan Villopoto, which is unfortunate. What is your goal in Germany?

Cairoli: I don't know if Jeffrey is out, because I heard he will be racing in Lierop, and for sure its nice to have somebody like Jeffrey at the race, he is one of the best in the World. For sure my goal is to help Italy get on the podium this year, because in all the years I have done the Motocross of Nations we have never gotten on the podium. It is the biggest race of the year. We take the team and train for this event and really be ready to take a podium at this event.

Motocross Illustrated: The American media continue to call Ryan Villopoto the fastest rider in the World, despite the fact you have not raced him in two years. Does that disappoint you?

Cairoli: For sure he is unbelievable fast, and he is winning everywhere. When I talk to him he is a nice guy and for sure the American media push for their riders, but we never have the chance to ride the Motocross of Nations together much lately, only a few times in the past. The American team always have the best team, I mean in Italy if we have one rider injured we already have no chance, but for a small country that is normal and we will do our best.

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Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts.

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When Antonio Cairoli parties, he does it in style. The Italian legend and his crew celebrated FIM World Motocross Championship number seven at Matterley Basin, and the party went into the late hours. Ray Archer image



Americans sure know how to make cool trophies and this is one of the best of all time. Troy Lee congratulates Eli Tomac with a special surf board, included with a big gold number one, the American flag and Lucas Oils Motocross Championship. Simon Cudby image



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12 World Motocross Championships between these two, but the big question is could Herlings catch and pass his mentor Stefan Everts in nine years time. He will be just 27 years old and in my opinion if anyone can do it Herlings can. Ray Archer image







Vintage Motocross everything our sport was and many people miss that old element of the sport. A grassy hillside, no jumps, and big heavy motorcycles. These were the toughest Motocross riders ever.



Passion and emotion are two of the greatest things a person can have. You see enough of this at any Motocross race around the World, and its not just the riders who enjoy the excitement of the sport. Massimo Zanzani image





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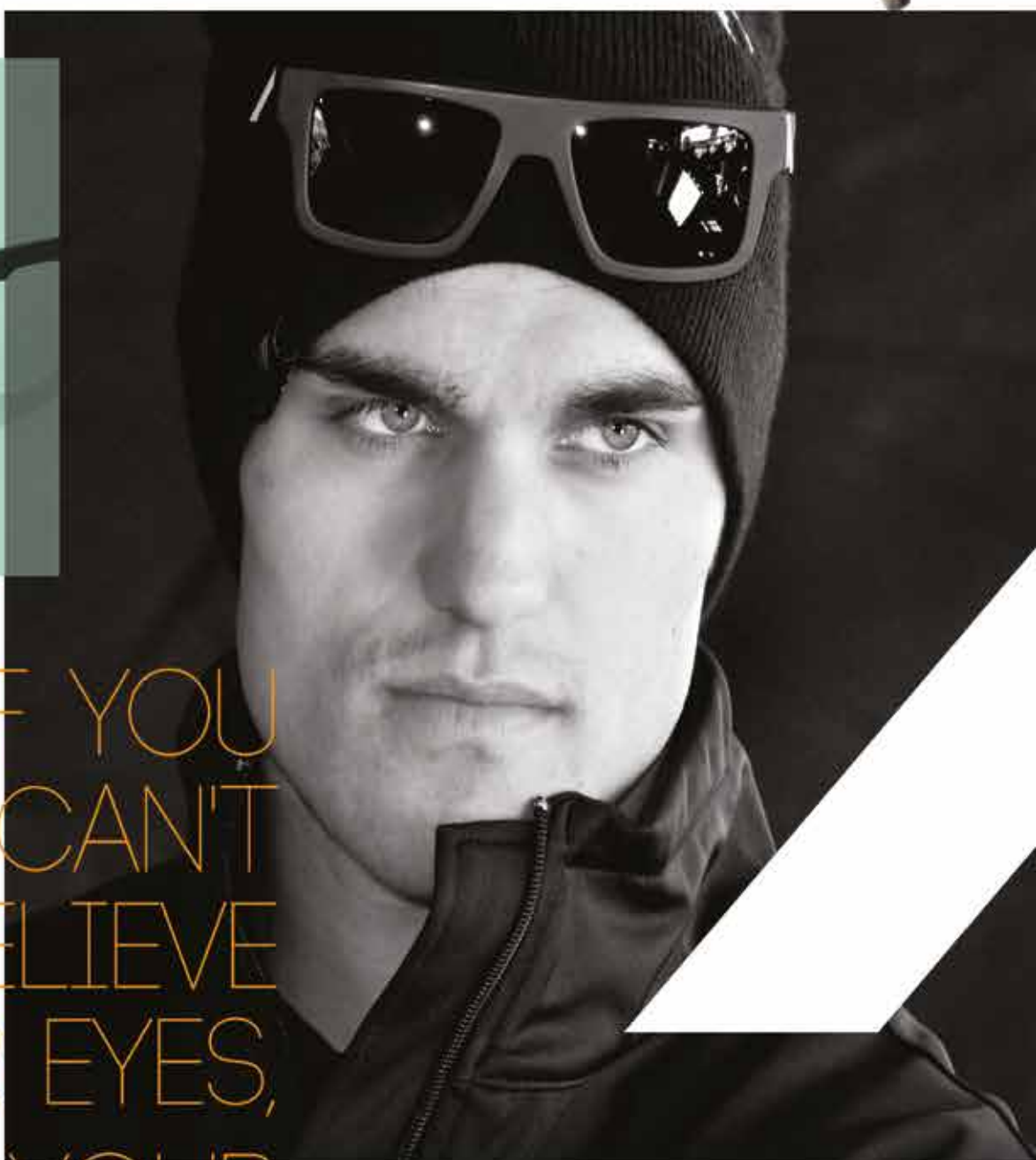
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Red Bull

A close-up photograph of a motorcycle racing suit and glove. The suit is white with blue and red accents, featuring the Red Bull logo and 'Red Bull' text. The glove is blue and white with 'Givi' and 'X-12' written on it. The background is a plain, light-colored wall.

KEN DE DYCKER

FORM OF HIS LIFE

Interview Geoff Meyer Images Ray Archer

Red Bull KTM Factory rider Ken De Dycker has had a great season and despite not having a Grand Prix victory to his name he has enjoyed being team-mates with Antonio Cairoli once again. De Dycker has a few races to run before the season is over, including the big Red Bull race in Madrid, plus the Mettett Superbiker race and of course the Monster Energy Motocross of Nations.

We asked Ken about the last part of the season and the Motocross of Nations.

Motocross Illustrated: Ken, you have had a great season, but the last couple of GPs have not gone as well as you probably hoped. Why was that?

De Dycker: Most of the reason for the last two GPs is that I twisted my ankle in Bastogne and it's been really painful and that has been the

biggest problem. In England I had problems turning left and there were three jumps where you had to go left straight away and in the early laps I was scared to get into a battle because I struggle to put my foot down. Still it hasn't been too bad, I have had some good podiums and a good season so far and with just Lierop to go I want to end the season on a good note.

Motocross Illustrated: Motocross of Nations is just a few weeks away and Belgium have a great chance of victory. Kevin Strijbos is riding really well at the moment, but won't be in the team. Are you happy with the team for that event?

De Dycker: Kevin is riding really well, really strong, he passed me in England and just went away, he is riding well for sure. I mean MXoN is a one day race and we need good results from everyone and you can drop your worst result, so hopefully we don't have bike problems like last year and I know we can be as fast as anyone. We know the track and we are motivated for the MXoN.

Motocross Illustrated: If I look at your team and Team USA the difference might be Eli Tomac. I mean Clement and you are probably on a similar speed to Dungey and Barcia, but Jeremy needs a strong performance doesn't he?





De Dycker: I haven't thought about it, but the Americans are coming there for the first time and that track its not a difficult circuit, we just need to get good starts and we will be okay. I am in shape, so are Clement and Jeremy. I hope we have Jeremy on a good bike and we have a good result for sure.

Motocross Illustrated: What do you have coming up as far as racing goes?

De Dycker: I do the Madrid race and some more races, like Mettet and a Belgian race. I also just bought a new house and we have work to do there. I have been looking for houses for a while, but this house is close to my sponsor and I look forward to doing something else apart from Motocross.

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KENNY ROCZEN



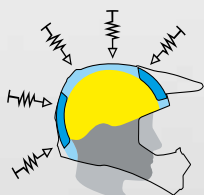
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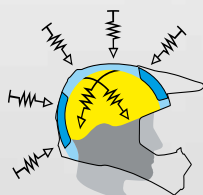


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COMEBACK OF A CHAMPION

TYLA RATTRAY RETURNS TO GP

2008 FIM World MX2 Champion Tyla Rattray has always been a rider who gives it 100% and wants major success. His victory over Antonio Cairoli and Tommy Searle in 08 was no fluke, it was from hard work and good preparation, and that is what he will be looking for when he returns for the Factory Husqvarna team in 2014. Simon Cudby image. We have always enjoyed Rattray the person, who loved a good laugh and enjoyed a chat. We caught up with him in America and asked him about his 2014 season and what he expects from it.

Motocross Illustrated: Tyla, great to have you back in Europe. What made you return?

Rattray: Obviously I got a good deal to ride the new Husqvarna. I had some other options to stay in America, but my career started in Europe in 2000, it is where I started making a name for myself and I always wanted to return. I think it is a good step in my career to come back and try and win an MX1 title.

Motocross Illustrated: You in 2008 and Pourcel in 2006 are the only guys to beat Antonio (Cairoli) for a World title in the last nine years. What is it going to take to win a World MX1 Championship?

Rattray: Obviously you need a good off-season and come into the season in good shape. I want to come in as strong as I can. The weather in Europe doesn't make for good training in the winter, but with me being in America and riding so much I have learnt a lot about fitness and training. The racing is totally different racing in American compared to Europe, but I am really looking forward to coming back to Europe.



Q: I can imagine you enjoyed your time in America, you had some success in the Lites class? Do you feel you have that goal out of your system now?

Rattray: Going to America was something I really wanted to do in my career and I have no regrets coming to America and racing, everyone knows this is where the gold of the sport is. I have had five years in America and really enjoyed riding for Mitch Paytons team, which is obviously the most successful Lites team in the history of the sport America, and now I have a new chapter in life and go for a MX1 title.

Q: Racing in America, with Supercross and Motocross seems very tough, did racing Supercross mess up your Motocross racing a little?

Rattray: You know obviously racing in America, in the 450cc class, you have a long season, you don't ever get a break, its Supercross and then Nationals and you have a week off from the two series, while in Europe you get six months to do what you want after the season is finished, you have more weekends off in the season. It is tough on the body racing in America, because you don't have time to rest, I think you see a lot of guys in America only race until they are like 28, while in Europe riders seem to race until they are 32, or 33 years old. If you are in America and you are healthy all the way through you still end your career earlier, because racing in America is brutal. I mean you finish Motocross in September and need to start preparing for Supercross soon after, its just 12 months of grind. I don't regret it, I had a good time, racing two years in a row for the Lites title in Motocross and finishing second both years, but now I want to do something else in my life.

Q: As you mentioned, the lifestyle racing the Grand Prix series is pretty layback, a lot of friendships and social time at the races. You were always very social at the races and liked that part of it. You must be looking forward to

being involved in that again?

Rattray: For sure, I mean when I was racing in Europe I loved going to the GPs early and hanging out, you know turning up on Friday and being around the riders. In America you fly in and fly out, you just race, its a lot less social. So that is a lot different, also the tracks are different, the weather is so different. At the Nationals it is so hot, while weather in Europe is pretty mild.

Q: What about the whole Husqvarna factory team thing. Seems like the bikes might be a lot like a KTM with some slight changes, of course also different graphics. Do you know what type of bike you will be racing?

Rattray: Obviously KTM are backing the whole thing, so it will be interesting what they come up with, obviously the bike will be ok, a lot of backing from Red Bull and the factory in Austria. Its like going back to family for me really. I mean I have a lot of friends at KTM and I know there will be people I look forward to seeing. Its going to be a lot of fun for sure.

Q: So when will we see you again, when will you be coming over for testing and preparing for 2014?

Rattray: I am really looking forward to seeing everyone again. I will be there in November for some testing and then again in January. It is important for me to have a good off-season and be somewhere I can ride a lot.

Q: Other South African riders like Greg Albertyn and Grant Langton have made America their home, will you return to live after you retire?

Rattray: I haven't really thought about that. I haven't really thought about what I will do when I retire. I mean I will keep my house in America and obviously all my friends and family live there. I still have a couple of years under my belt at a top level.



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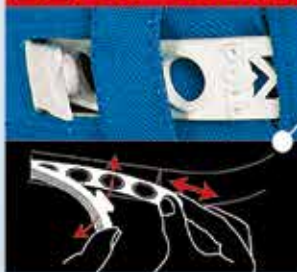
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JAKE NICHOLLS

SO CLOSE YET SO FAR

INTERVIEW GEOFF MEYER IMAGES RAY ARCHER

Jake Nicholls might not have had the season he was hoping for, but at Matterley Basin two weeks ago he did come good for his best Grand Prix result ever. Just a point off being British GP winner the KTM rider had mixed feelings after the event. We caught up with him.

Motocross Illustrated: Jake, you must have had a really love/hate feeling after the British GP or not? Getting your best GP result ever, but missing out on the GP win by a single point.

Nicholls: When I crossed the line I punched the handlebars, and thought to myself, why didn't I pass Tixier, but I can only say I did my best and I tried to pass Jordi, and nearly crashed a couple of times and I didn't want to throw it away, but it was my best Grand Prix result

ever and to get a podium in England. The support was really good also.

Motocross Illustrated: The track didn't seem as friendly as it had in the past. Why do you think that was?

Nicholls: I think it's because we had a summer this year and there was a lot of riding at this year's event, but then again we had that last year also. I think they were scared to water it because there was

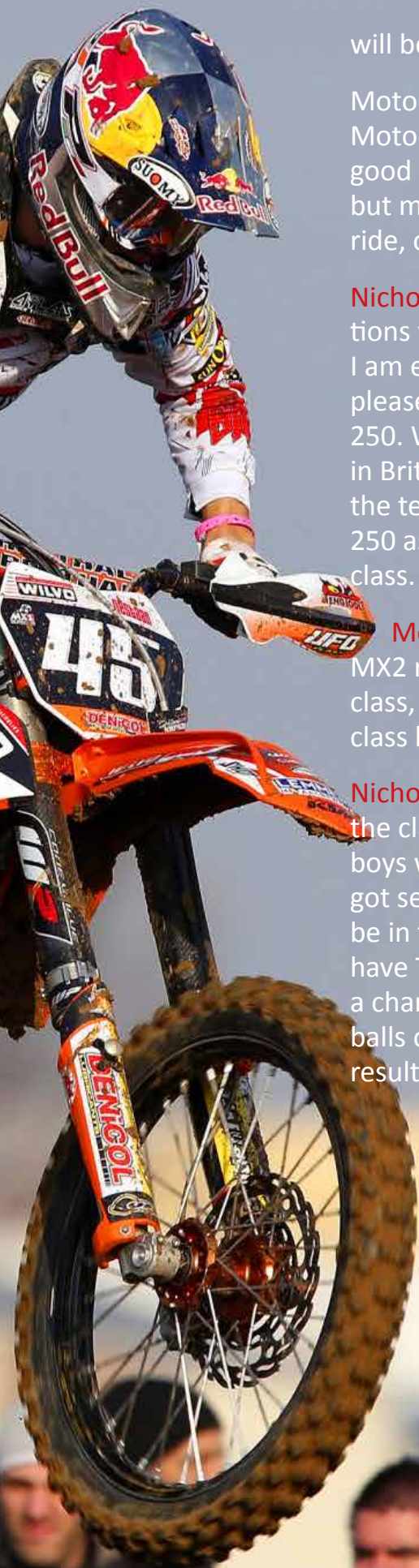
a lot of rain in the area and two inches where lived, and they didn't rip it because they were worried it would become a mud bath and there were a lot of lines, but all the lines were terrible. Square edges and steps and you couldn't get a good lap and everyone made mistakes. I enjoyed it more on Saturday, because it was dry and you could go anywhere, on Sunday it was not easy and only really one line.

Motocross Illustrated: What about

2014, do you have anything sorted?

Nicholls: I am trying to find a ride at the minute, its not easy though. I had an average year, so that doesn't help. My times on the Factory teams look like they are over. I talked to Ice1 a few times for the Husqvarna ride, but that fell through. I am trying to work things out and its difficult and stressing me out. You try and forget about it a little, but if I can't find anything I





will be washing diggers next year.

Motocross Illustrated: I guess the Motocross of Nations would be a good chance to show your stuff, but maybe too late for getting a ride, or not?

Nicholls: I am going to the des Nations with that in mind really and I am excited about that race. I am pleased to be picked and to ride the 250. We have a lot of good riders in Britain, so I am pumped to be in the team. It's special to do it on a 250 as it's my last year in the MX2 class.

Motocross Illustrated: Some MX2 riders will be racing another class, would a top three in the class be possible?

Nicholls: I mean a top three in the class would be good. All the boys were at the British GP and I got second, some of them won't be in the MX2 class, and then you have Tomac and Roczen, so I have a chance. I mean I need to ride my balls off and we need a consistent result.

Motocross Illustrated: You must be happy with the selection of Team GB. There was talk of Whatley getting picked, or maybe Max. Are you liking Shaun and Tommy being in the team?

Nicholls: I am 100%, at the end it was between Max and Shaun in the MX3 ride, but you know, I like Max and got to know him at last year's Motocross of Nations, but honestly I think Shaun was the best pick, he is a 450 rider and riding well at the moment. About the Whatley thing, I had some tweets about that and some people asked me, but to be honest you can't compare him to Max or Shaun. He (Whatley) is a brilliant rider and I have said that before, but he isn't on the Grand Prix level. I am super pleased with the team selected.

Motocross Illustrated: Team USA are great at the bonding thing, to get team moral up. Will Team Great Britain do anything like that?

Nicholls: I would like to, it would be cool, maybe if the lads came and rode at my track, but I don't think it's going to happen, and I live in Belgium most of the time anyway. I am not going to organize it, that isn't my job. Obviously Tommy and Shaun had a run-in after they crashed together earlier in the year, but they will put that aside for his one event.



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A dynamic action shot of a motocross rider, Christian Craig, leaning into a turn on a dirt track. The rider is wearing a black and yellow racing suit with the number 22, a yellow and blue helmet with 'Troy Lee Designs' and 'VIZU' branding, and blue and white socks. The background is a blurred mix of orange and yellow, suggesting a sunset or fire. The rider's motorcycle is partially visible, showing a red and white frame and a black seat.

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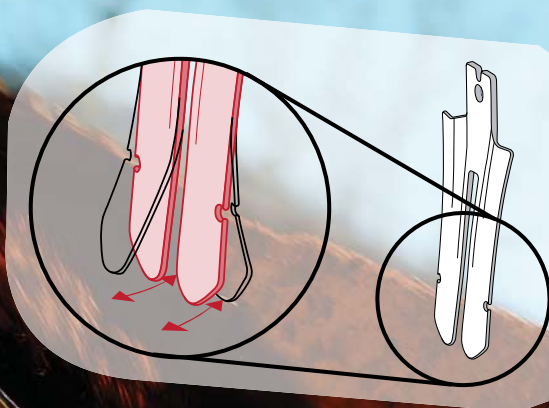


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MONSTER ENERGY MOTOCROSS OF NATIONS

STORY GEOFF MEYER IMAGES
RAY ARCHER AND SIMON CUDBY





The 2013 Monster Energy Motocross of Nations has many question marks. One thing that seems sure is that the two favorite teams are Team USA and Team Belgium, and then a bunch of teams have podium chances.

I think three men will be the stars of this year's event, unless Jeffrey Herlings makes a return for the event, then it would be four men.

Ryan Dungey has been the bright light for Team USA for a few years now. Making his debut in 2009 against Chad Reed and Antonio Cairoli the KTM factory rider showed great form to go 3-1, and has been the hero for Team USA since. He struggled in Lommel last year, but he will be ready to go head to head with Cairoli and the other Grand Prix riders.

With the non-appearance of both Ryan Villopoto and Jeffrey Herlings in this year's Monster Energy Motocross of Nations leaves a lot of doubt in people's minds in Europe. Could the golden boy of Grand Prix Motocross have run with the fastest rider in America? Is Herlings faster than Antonio Cairoli, our MX1 King? Of course there are always the What If's and we decided to look at all the angles, to try and come up with a sensible answer.

We all love the USA versus the World confrontation and anyone who says they don't, are not telling the truth. There is nothing better than checking the early practice times to see how the two Worlds compare.

Now everyone in America has already branded Villopoto the fastest rider in the WORLD. Of course it's hard to argue with that, he is a very fast rider, but is he faster than Cairoli and Herlings, nobody really knows for sure. But there goes, what if?

What if Cairoli dominates Dungey and Barcia, in the same fashion Villopoto has been doing? Does that mean Cairoli is the equal of Villopoto? My answer is YES

What if Ken Roczen dominates Eli Tomac in Germany, like Tomac has been dominating Roczen

in America? Does that mean that the already three times MX2 overall winner at the MXoN is the fastest MX2 rider in the World. Or is it Tomac? They are both equal talents, one better in his country and the other better in his. We need a World series to decide.

What if Dungey and Barcia are beaten by a handful of GP riders, Cairoli, Paulin, Desalle, Bobryshev? Does it mean that the GP scene is actually better than the AMA scene? YES, it does!!

What if Dungey and Barcia do the same to our GP riders. Does that mean the AMA series is stronger? My answer is YES!!

What if Jordi Tixier, Dean Ferris, Glenn Coldenhoff or other MX2 riders beat Eli Tomac? Does that mean the GP MX2 is actually better than the 250cc class in USA. Hard to say, racing outside your





home country is always tough. But for sure the sleeping giants of MX2 would finally be noticed for their talent, and not because they get hammered by Herlings on most weekends.

What if Team USA lose the MXoN for the second year running, and GP riders win a majority of the three motos. Does that mean the GP riders are now the best in the World. The answer is YES!!

What if Team USA win again, and the Team USA riders win a majority of the motos. The answer is, GP fans run hiding!! And yes, they own us again.

THE BATTLES

Every year its the same story, us versus them, AMA versus FIM, American versus Europe, America versus the World. While the team victory is important, its usually only going to one or two nations, and for

me the best part of MXoN is the individual battles.

Herlings versus Cairoli versus Dungey

This is the battle that might decide who is the fastest rider in the World. If Herlings and Cairoli can easily beat Dungey, then not even the American press can say that Ryan Villopoto is 100% the best rider in the World, it would leave doubt who is the best. Of course if Dungey wins, then it's clear, Villopoto is the fastest rider in the World. If Herlings beats Cairoli on hard-pack, then the Italian better start preparing for a tough time in 2015 when the Dutch teenager heads to MX1. I am going out on a limb and giving this victory to Herlings. He is young and probably hungrier than his more experienced rivals. Cairoli and Dungey have been really close in their MXoN battles, it's something like 4-4 for moto wins be-

tween the two, and I don't expect that to change in Germany.

Desalle versus Barcia versus Paulin

The battle for the average guys. What is crazy is any of these three might just take the MXoN by storm, and beat the Herlings, Cairoli and Dungey, but going from form this year, it's going to be a tough call. My tip for this battle is Desalle to win this little battle from Barcia and Paulin.

Metcalf versus Bobryshev versus De Dycker

Another level, but still possible moto winners. The MX1 and Open classes in Germany are going to be amazing, even without Villopoto, Reed or Stewart. De Dycker and Bobryshev have GP wins at this circuit and Metcalfe is brilliant on hard-pack, so I go for too close to call.

Philippaerts versus Waters versus Searle versus Nagl





This little battle might decide which team ends up on the podium with probably Team USA and Team Belgium. Will it be Italy, Australia, England or Germany. I wouldn't go past Searle pulling off a great weekend. He loves this event and is due a good result. Philippaerts will need to find form of old, as will Nagl and Water could be the darkhorse. Already signed for a factory team in 2014 Waters will want to get his teeth into the European riders, experience might hurt him though.

Roczen versus Tomac

Maybe the most interesting battle all weekend. Can Roczen win his fourth straight MX2 class overall, or will Tomac continue to own him. While Tomac is a better rider than Blake Baggett (who Roczen smoked two years in a row in MXoN battle), he won't be able to handle the German on home turf, and Roczen will once again show just how tough it is to win in America with a stunning performance in Germany and again proving on the World scene he is number one. Tomac will be the next best MX2 rider though and will probably beat a lot of the leading MX1 and Open class riders.

Tixier versus Van Horebeek versus Ferris versus Coldenhoff versus Butron

Another great match-up as the best of the rest in MX2 go head to head. Pity Musquin or Osborne are not in the mix, but without him these guys will fight hard for success. Can anyone of them match Roczen or Tomac, we will have to wait and see. My tip Ferris to beat the rest, followed by Van Horebeek, Tixier, Coldenhoff and Butron.

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Clement Desalle is the best Belgian rider from the last five or six years, but unlike riders like Stefan Everts, Joel Smets, Roger De Coster and so many more he is yet to taste the champagne of a World Motocross Championship victory. Ray Archer image







Eli Tomac might just prove at the 2013 Monster Energy Motocross of Nations that he is the fastest rider in the World. If he can beat Roczen in Germany, then comes close to proving that. Another guy called Jeffrey Herlings might not be in Germany though, so the question mark remains. Simon Cudby image



Speed wise Dean Ferris is the second fastest rider in the FIM World MX2 Championships. Unfortunately injury and crashes have cost him the chance to end the season as number two. Massimo Zanzani image





Still the most popular rider in the Motocross World. Ken Roczen is in my opinion the most stylish rider in the sport. He always looks the part and continues to work hard to get that first AMA Motocross Championship. Simon Cudby image





Ryan Dungey is Captain America for Team USA and will no doubt once again put on a great performance for the Red, White and Blue at this years Monster Energy Motocross of Nations. Simon Cubdy image





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CLEMENT DESALLE

TRIPLE CROWN

STORY GEOFF MEYER IMAGES RAY ARCHER

CLEMENT DESALLE OF THE ROCKSTAR ENERGY SUZUKI TEAM ONCE AGAIN PUT HIS NAME ON THE TOP OF THE GRAND PRIX PODIUM, WITH HIS 2-1 SCORE AT THE GRAND PRIX OF GREAT BRITAIN, HELD AT THE MATTERLEY BASIN CIRCUIT IN THE SOUTH OF ENGLAND A LITTLE OVER A WEEK AGO. THE BELGIAN RIDER CONTINUES TO IMPROVE AS HE SCORED HIS THIRD GP WIN IN A ROW AND CAN GO TO THE MONSTER ENERGY MOTOCROSS OF NATIONS, SET FOR GERMANY IN A MONTHS TIME WITH A LOT OF CONFIDENCE.



"I am really happy about my win in England," Desalle said. "After the first moto I didn't have a good feeling. I had a lot of tension in my muscles and I wanted to work on myself in the second moto. I started second in the second moto, Antonio made a mistake and that made my job a little easier. I am happy to win again in England, its been two or three years since I was on the podium in England."

The Belgian has now won on three hard pack circuits in a row with Czech Republic, Belgium and Matterley Basin all being of similar types of ground. In England hot weather prior to the event and then run during the event really caused problems for the riders.

"I enjoyed the Sunday more than the Saturday. On Saturday the circuit was really fast and a bit risky. The jump before the pit lane was scary, and we saw some crashes there. On Sunday morning we had a lot of rain and that slowed the speed down and there were also more lines and more traction."

Now Desalle will head to Lierop in The Netherlands, where he will take on Cairoli once again, but this time in the deep sand. As everyone knows Cairoli loves the sand, and with Desalle being Belgian he is also not slow on this type of circuit. Can Desalle pick up his fourth GP win in a row or will it be Cairoli on his favorite surface?

Once the two Grand Prix riders are finished up in Lierop, they will take a short break before preparing for the

Monster Energy Motocross of Nations. Both riders enjoy this type of event, as it brings out the best in their riding. It won't be about GP victories this time around though, but pride of the nation, and Desalle tries to bring Belgium their first Motocross of Nations victory since 2004 in Lierop.







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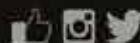
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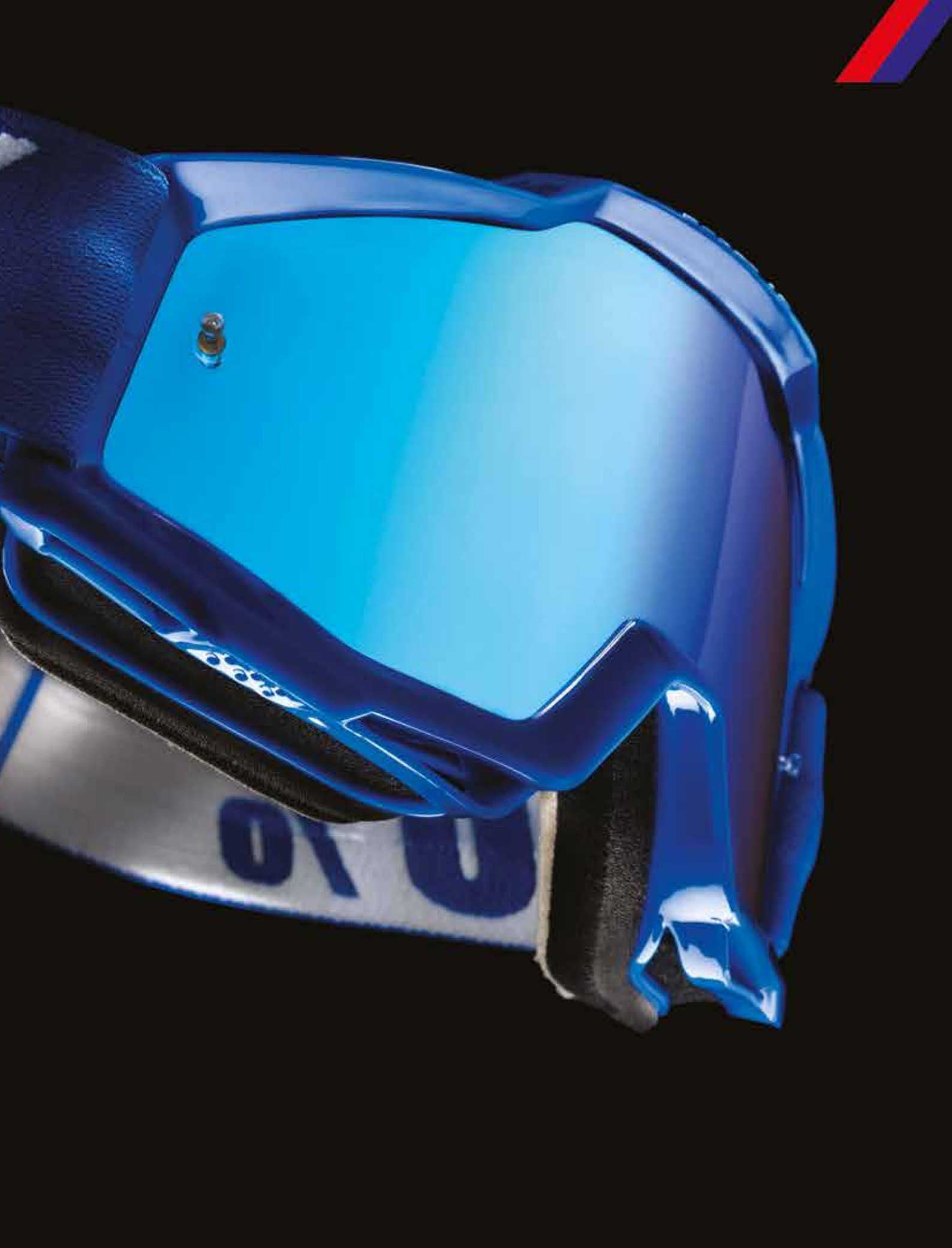


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EVGENY BOBRY SHEV


PODIUM FRENZY

STORY JENNI DICK IMAGES SARAH GUTIERREZ

Evgeny Bobryshev has hit form at the right time if he wants to make an impression in this year's Monster Energy Motocross of Nations. The Honda World Motocross racer finished third on the podium for the third time in succession with top threes at the Grand Prix of Great Britain, Grand Prix of Belgium and the Grand Prix of Czech Republic.

Matterley Basin, Great Britain

"It's perfect to have three podiums in a row, as the last time it happened was in 2011. It wasn't so easy today; I missed the qualifying race yesterday, then with the rain this morning the track was so muddy in warm-up, but when we raced the ground was different again. I managed to finish fourth both times, which meant I had my



goal of being consistent. In the first race I had the last gate pick, but I went inside on the gate. I had a good jump and was fifth, but I managed to get to fourth. I had a good gap behind me, so I could control the gap, but I couldn't go faster, as I lost the speed a bit with arm-pump. In the second race the start wasn't so good, but I got through to third. Kevin passed me, as he was quicker in the last part of the race, and I didn't want to do anything stupid to risk losing the podium. It's a nice track here, but it has changed a lot over the weekend, and the ground was very dry in the end. The jumps are big, and I enjoyed it, although it was rough with some big bumps. My goal is for podiums, and we have Lierop now for the last race. It's a nice track there and I will do my best to be on the box again."

Bastogne, Belgium

"I didn't get such a good jump out of the gate, but I did some moves in the first laps. Tony and Clement got away with good starts, and I was struggling a bit with the guys in front of me, as they broke my speed. I was behind Paulin and we pulled away from the fifth guy, but I made a little mistake, so I lost around 10 seconds. Strijbos passed me, and it took a long time for me to come through, as there weren't so many lines, but I got to fourth. In the second race I was third from early on, and controlling the race from there, so it was good to get a podium again this weekend. I've collected a lot of points, which is good for the championship. The track had more grip today, but it was a bit flat. There were some nice berms, and it was raining a little bit during the day, which added grip and made it fun, as I could use the power of my bike. At the moment I've made another step, but I need to work more on my speed to get to the possibility of winning. It depends a little on the track, but everyone is working hard and I know there's more to give. It's been a positive weekend with two podiums in a row, so now I feel the confidence is back, and I'm looking forward to Matterley, as it's a good track."

Loket, Czech Republic

"I have to say I was pleased it was cooler today, as I know the heat is my weak point, but the conditions helped me in the races. We found a good setting yesterday, and I had a good jump from the start in the first race. I was fighting with the front guys, but it's difficult to be aggressive here, as the bike slides around so much. I kept the fifth place until the end, despite crashing, because the rain came and made it so easy for the front end to wash out. I had a few moments, and there was no easy line after the rain, so it was important to be careful with the throttle. In the second race I got another good start; I was fighting with Ken (de Dycker) in the beginning, and he made some aggressive moves, but I managed to get the place back. I knew the gap was quite big to him from the middle of the race, so I was really careful not to make any mistakes, and I could respond when he put the pressure on. It's really not my kind of track, so I am very happy to be on the podium. We still have some steps to make to improve my speed in the beginning of the race, as everyone settles down in the middle of the moto, but I need to find the speed in the first few laps. I am happy with the riding, and I have to say thanks to all of the team, the sponsors, and the Japanese staff we have here this weekend, because it is such a big team effort to achieve this; it's been a long journey back from injury with the set-backs, but all of this has made me stronger."





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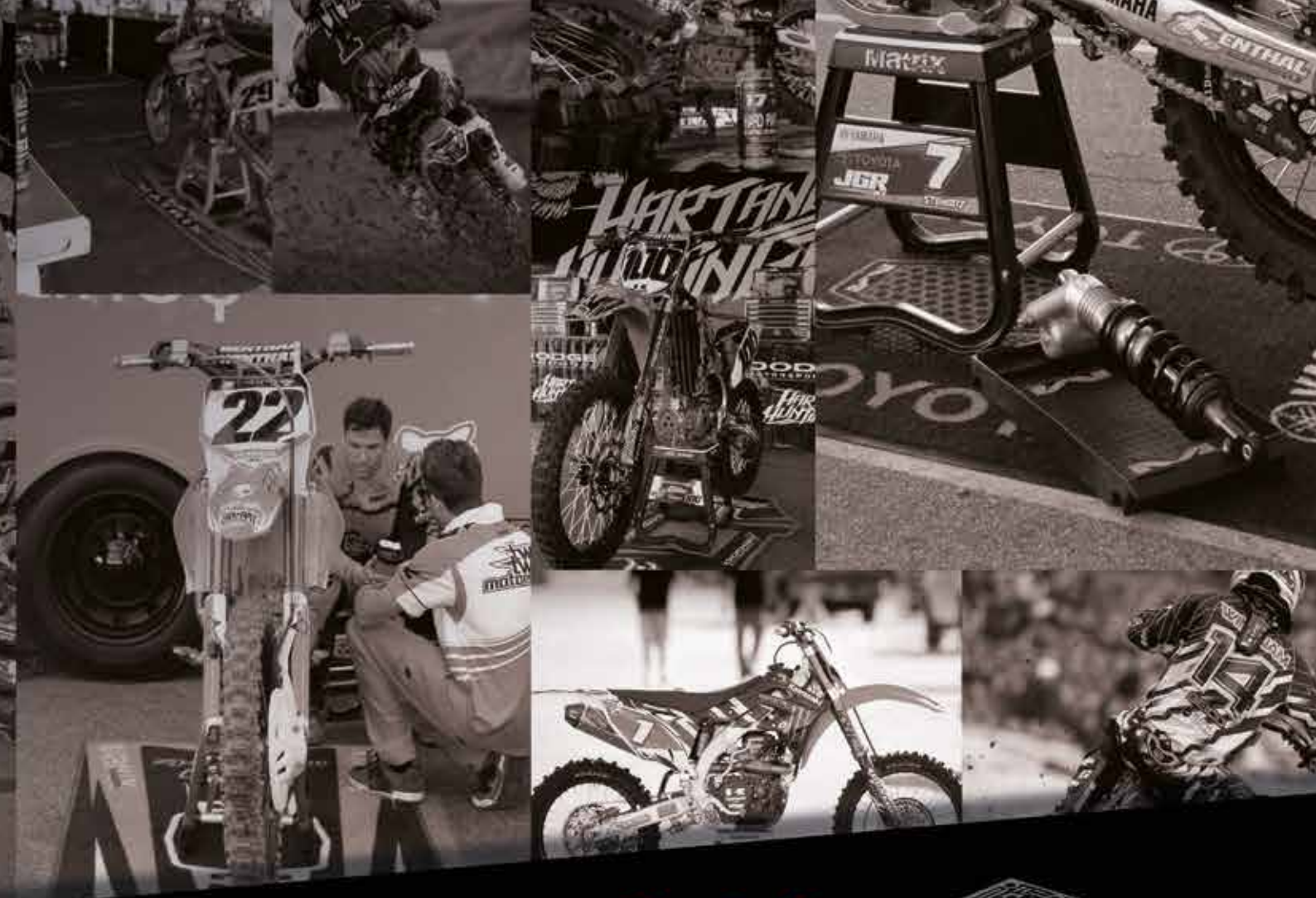


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